

**IPID COMMITTEE MEETING
DECEMBER 9, 2010
MINUTES**

PRESENT: JoAnn Eiring, Lee Wipfil, Susan Andrews, Mike O'Brien, Sandra Adams, Jose Ruiz, Cynthia Koprowski, Dawn Cagney

The meeting was called to order at 8:30 a.m.

INTRODUCTION OF MEMBERS AND GUESTS

APPROVAL OF MINUTES

Mike O'Brien made a motion, seconded by JoAnn Eiring to approve the minutes of September 9, 2010. The motion was voted on and carried.

PRESENTATION

Scot A Lewton, Vice President of Intoxalock, Advanced Ignition Interlock Technologies by Consumer Safety Technology Inc., spoke to the committee on Wisconsin's Act 100 and his company. He states there are currently 80 Intoxalock service centers in Wisconsin. Nationally, 79% of OWI offenders continue to drive with a suspended license. In Wisconsin, that is about 40,000 drivers a year.

The Wisconsin Department of Transportation recognizes three companies to provide intoximeters for Wisconsin residents who are ordered by the courts to have them in their vehicles. Mr. Lewton discussed his company's product. The Breath Ignition Interlock Device or BAIID is designed to keep intoxicated drivers from starting their vehicles. The basic function is similar throughout the industry – start up test, rolling retest, recalibration requirement and lock out. To start the vehicle the driver has to blow a 0.020 or less. In Wisconsin, a person gets three tries. The device is sensitive to alcohol in the vehicle so participants are informed about body lotions, perfumes, vehicle deodorants, etc., that can give a miss reading. A miss reading can also happen if the person does not blow into the device correctly.

The rolling retest is done within five minutes of starting the ignition. As you drive, random breath samples will be requested every five to thirty minutes. If the retest was failed or missed in three consecutive attempts, the unit will shut down, the vehicle can be driven but the driver has seven days to take it in and be serviced. Due to the rolling retest, devices can no longer be put on motorcycles. Act 100 prohibits the driving of a vehicle without the device. The interlock company reports violations to the sheriff's department; however, currently there is no law on the books for sanctions.

Wisconsin Act 100 does not require devices with new technologies that address someone else blowing into the device for the driver. The new technology is expensive to operate. Mr. Lewton said that technology is ahead of legislation.

Recalibration is done at the service center if a vehicle is in lock out. Lockouts happen if the driver provides a positive breathalyzer or they blow into the device incorrectly three times in a row. If a participant can show the court that they are low income, they can get a discount of 50% of the cost. Intoxalock is \$80 to install, \$65 a month fee and the service fee every other month is \$15. Discussion followed the committee had many questions.

NEW BUSINESS

Bernie Mangers gave a hand out on information from 2006 to 2010 on the court orders received for Drivers Safety Plan (DSP), appointments scheduled and those in non-compliance with court. There is a reduction in the number of orders for DSP in the last four years and the committee briefly discussed that there are also a variety of reasons such as: residents are unable to afford the cost of the assessment, Addiction Resource Council is no longer getting referrals from other counties and some police departments have reduced their number of officers. Discussion followed.

CHAIR REPORT

Tabled until the next meeting.

ADJOURNMENT:

Mike O'Brien made a motion to adjourn the meeting at 10:30 a.m. The motion was seconded by Lee Wipfli. The motion was voted on and passed.

Minutes recorded by Dawn Cagney.

Approved on _____
Date